

Message Text

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ACTION EB-07

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COME-00 DODE-00 DOTE-00 INR-07 NSAE-00 FAA-00 L-03

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P R 251458Z SEP 75

FM AMEMBASSY BONN

TO SECSTATE WASHDC PRIORITY 3145

INFO USMISSION USBERLIN

UNCLAS SECTION 01 OF 02 BONN 15744

E.O. 11652: N/A

TAGS: PGOV WB US GW OVIP (STOBBE, DIETRICH)

SUBJECT: VISIT OF SENATOR STOBBE TO WASHINGTON--

INNER-GERMAN AIR SERVICE (IGS)

1. IN CONNECTION WITH THE STOBBE VISIT, THE EMBASSY BELIEVES THE FOLLOWING PARLIAMENTARY INQUIRY IN THE BUNDESTAG REGARDING THE IGS AND THE RESPONSE OF THE FEDERAL GOVERNMENT WILL BE OF PARTICULAR INTEREST TO THE DEPARTMENT.

2. BEGIN TEXT: THE MINISTER OF STATE IN THE FOREIGN OFFICE, IN CONSULTATION WITH THE FEDERAL CHANCELLERY, THE FEDERAL MINISTER FOR TRANSPORT, AND THE FEDERAL FINANCE MINISTER, HAS ANSWERED BY LETTER OF SEPTEMBER 4, 1975 THE PARLIAMENTARY INQUIRIES AS GIVEN BELOW:

QUESTION: HOW DOES THE FEDERAL GOVERNMENT EVALUATE THE FACT THAT THE PASSENGER VOLUME ON THE BERLIN AIR SERVICES, BECAUSE OF INCREASED RATES AND REDUCED SERVICES, HAS GONE DOWN TO THE LEVEL OF 1966?

ANSWER: THE REDUCTION IN THE NUMBER OF PASSENGERS ON THE BERLIN AIR SERVICES, WHICH WERE AT A PEAK IN 1971, UNCLASSIFIED

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IS DUE PRIMARILY TO THE FACT THAT SINCE THE ENTRY INTO

FORCE OF THE TRANSIT AGREEMENT TRAVELERS HAVE CHOSEN TO AN INCREASING EXTENT SURFACE TRANSPORTATION FOR TRAVEL TO BERLIN (WEST). THE REDUCTION IN SERVICES WAS THUS A COMMERCIAL CONSEQUENCE AND NOT THE CAUSE OF THE REDUCTION IN THE AIR PASSENGER VOLUME. THE SAME APPLIES TO THE COORDINATION OF FLIGHT SCHEDULES AND THE RELATED ROUTE SWAP, WHICH TOOK PLACE EARLIER THIS YEAR AMONG THE ALLIED CARRIERS PROVIDING AIR SERVICES TO BERLIN. THE FARE INCREASES MAY HAVE CONTRIBUTED TO A CERTAIN EXTENT TO THE PASSENGER FIGURE REDUCTION. THE PRIMARY CAUSE, HOWEVER, IS THE MORE READILY AVAILABLE ACCESS TO BERLIN UNDER THE TRANSIT AGREEMENT BY SURFACE MEANS. SURFACE TRAVEL INCREASED BY 70 PERCENT BETWEEN 1971 AND 1974. THE REDUCTION IN AIR PASSENGER VOLUME HAS NOT CAUSED ANY OF THE PARTIES TO FEAR THAT THIS DEVELOPMENT WOULD JEOPARDIZE THE CORRIDOR TRAFFIC. THE BERLIN ROUTES CONTINUE TO BE AMONG THE MOST HEAVILY TRAVELED AIR ROUTES OF THE WORLD. THE TRANSITION FROM AIR TO SURFACE TRAVEL TO BERLIN (WEST) BECAUSE OF THE FACILITATED GROUND ACCESS MUST BE VIEWED AS A PROCESS OF NORMALIZATION.

QUESTION: DOES THE FEDERAL GOVERNMENT, IN VIEW OF THIS PRECARIOUS DEVELOPMENT FOR THE BERLIN AIR SERVICES, SEE CAUSE FOR A REVIEW OF ITS SUBSIDY POLICY?

ANSWER: THE NORMALIZATION OF TRANSIT TRAFFIC ON ROUTES TO AND FROM BERLIN, AND NOT SO MUCH THE QUESTION OF AIR FARES, IS THE DECISIVE FACTOR IN THE REDUCTION IN THE NUMBER OF AIR PASSENGERS. DURING 1973, FOR EXAMPLE, AIR PASSENGER VOLUME WENT DOWN BY 17 PERCENT COMPARED TO THE PREVIOUS YEAR, EVEN THOUGH THE FARES REMAINED UNCHANGED. ON THE BASIS OF THESE FACTS, A REVIEW OF THE SUBSIDY POLICY OF THE FEDERAL GOVERNMENT DOES NOT APPEAR NECESSARY AT THIS TIME.

QUESTION: DOES THE FEDERAL GOVERNMENT SHARE THE OPINION THAT AIR TRAFFIC TO AND FROM BERLIN (WEST) SHOULD NOT BE LEFT EXCLUSIVELY TO ECONOMIC DEVELOPMENTS?

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QUESTION: WHAT MEASURES IS THE FEDERAL GOVERNMENT PREPARED TO INITIATE IN ORDER NOT TO JEOPARDIZE FOR FINANCIAL REASONS THE ONLY UNCONTROLLED ACCESS TO BERLIN (WEST)?

ANSWER: THE FEDERAL GOVERNMENT OBSERVES THE DEVELOPMENT OF THE BERLIN AIR SERVICES WITH SPECIAL CARE. IN CLOSE COOPERATION WITH THE THREE ALLIES, IT WILL CONTINUE TO

DO THE NECESSARY TO ASSURE THAT THE ONLY UNCONTROLLED
ACCESS TO BERLIN WILL NOT BE JEOPARDIZED FOR FINANCIAL

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REASONS. (N.B. ANSWER IS FOR 2 PRECEEDING QUESTIONS.)

QUESTION: IS THE FEDERAL GOVERNMENT PREPARED TO
INCREASE THE SUBSIDY FOR THE INDIVIDUAL TICKET?

ANSWER: A REVERSAL OF THE DOWNWARD TREND IN BERLIN AIR
PASSENGER FIGURES BY WAY OF A LOWERING OF THE AIR
FARES WOULD BE POSSIBLE ONLY THROUGH A VERY SUBSTANTIAL
INCREASE IN THE AMOUNT OF SUBSIDY FOR THE INDIVIDUAL
TRAVELER. AN INCREASE OF THE SUBSIDY BY ONLY A FEW
MARKS WOULD PRODUCE NO EFFECT UPON THE PRESENT
SITUATION. THE BURDENS FOR THE FEDERAL BUDGET IN
CONNECTION WITH A SUBSTANTIAL INCREASE OF SUBSIDY
WOULD ONLY BE JUSTIFIABLE IF THE MAINTENANCE OF THE
ALLIED AIR SERVICES WOULD OTHERWISE BECOME QUESTIONABLE.

QUESTION: HAS THE FEDERAL GOVERNMENT IN THE MEANTIME

RECEIVED FROM THE ALLIES DATA REQUESTED SOME TIME AGO
ON THE COST AND REVENUE STRUCTURE OF THE ALLIED AIR
CARRIERS PROVIDING BERLIN AIR SERVICES? IS THIS
INFORMATION BASED ON ECONOMIC PRINCIPLES? DOES THIS
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INFORMATION JUSTIFY ANOTHER INCREASE IN THE BERLIN AIR
FARES?

ANSWER: THE FEDERAL GOVERNMENT HAS RECEIVED FROM ALLIED
AUTHORITIES INFORMATION ON THE COST AND REVENUE STRUCTURE
OF THE CARRIERS PROVIDING BERLIN AIR SERVICES. THIS
INCLUDED PROPOSALS FOR IMPROVEMENT IN THE ECONOMICS OF
THE BERLIN AIR SERVICES. ONE OF THE RESULTS WAS
DELIBERATIONS TOWARDS RATIONALIZATION WHICH LED TO THE
INTRODUCTION OF THE ROUTE SWAP AMONG THE ALLIED CARRIERS
EFFECTIVE JUNE 1975. THE FEDERAL GOVERNMENT AT PRESENT
IS NOT AWARE OF A PROPOSED INCREASE IN FARES ON THE
BERLIN AIR SERVICES.

QUESTION: WHAT DOES THE FEDERAL GOVERNMENT, IN ADDITION,
PROPOSE TO DO TO AVERT DISTURBANCES AND INCIDENTS IN
THE BERLIN AIR CORRIDORS EXPERIENCED IN RECENT MONTHS
THROUGH NEAR-MISSES BETWEEN SCHEDULED AIRCRAFT AND
SOVIET MILITARY AIRCRAFT? HAS THE FEDERAL GOVERNMENT
MADE REPRESENTATIONS IN THIS CONTEXT TO THE THREE
PROTECTING POWERS AND HAS THE BONN GROUP DEALT WITH THESE
INCIDENTS?

ANSWER: AIR SERVICES TO AND FROM BERLIN (WEST) ARE
EXCLUSIVELY WITHIN THE COMPETENCY OF THE THREE POWERS.
THE FEDERAL GOVERNMENT MAINTAINS A CONSTANT CONTACT WITH
THEM ON ALL MATTERS RELATING TO THIS AIR SERVICE. THE
FEDERAL GOVERNMENT WAS BRIEFED BY REPRESENTATIVES OF THE
THREE POWERS ON THESE INCIDENTS WHICH HAVE OCCURED IN
THE BERLIN AIR CORRIDORS IN RECENT MONTHS. END TEXT.
HILLENBRAND

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